Saab Sonett III, 1973




SONETT
LIGHTS

A limited production sports car. For about the price of an ordinary one.

This year, we'll only build about 2,500 Sonetts. For the entire world. So, naturally, a lot of people who want one won't be able to get a hold of one. There just won't be enough to go around.

Yet, in spite of the fact that the Sonett is a limited production sports car, it happens to be one that most people can afford. In fact, a fully equipped Sonett costs just about the same as one of the more common makes of sports cars.

But that's where the similarities end. Because at Saab, we have some very definite ideas about how a sports car should be built. And we built the Sonett to be one of the most sensible sports cars on the road.










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It has features that even the most expensive sports cars in the world don't have.

You could spend a fortune for a sports car, and it probably wouldn't have some of the things our sports car has. Things like front-wheel drive, for example, for better traction, control and cornering than most other cars on the road. Or dual built-in roll bars for extra strength and safety. Or an aerodynamically designed fiber-glass body. Or impact absorbing bumpers that keep little bumps from becoming big repair bills.

But besides the things that most other cars don't have, our Sonett has some things that you might have to pay extra for with some other sports cars. Mag-type wheels, for instance, or a leather covered steering wheel, or adjustable seat back cushions.

And of course, as most good sports cars, our Sonett comes equipped with rack and pinion steering, front disc brakes, radial tires, full instrumentation, retractable head-lamps, an easy loading hatch back, and an anticorrosion treated bottom.

So, even though the Saab Sonett costs only a fraction of what the most expensive sports cars in the world will cost you, it has features that make it one of the most exciting sports cars you'll ever drive.











The Saab Sonett has front-wheel drive, rack and pinion steering, front disc brakes, a dual diagonal braking system, dual built-in roll bars, radial tires, and full instrumentation, making it one of the most unique, one of the most sensible, and one of the safest sports cars on the road.





The Saab Sonett has a fiberglass body, with one of the lowest drag factors of any car on the road. It has retractable headlamps, impact absorbing bumpers, mag-type wheels, a hatch back, and comes in a variety of exciting colors.

Inside the Saab Sonett you'll find something that you usually don't find in a two seat sports car – plenty of room. Since the Sonett has front-wheel drive (unlike most other sports cars in the world), there's no driveshaft tunnel to get in your way.
The backs of the seat are built with an adjustable cushion, and the instruments have black borders that eliminate annoying reflections.



DIMENSIONS AND WEIGHTS

Overall length, including bumpers, 159.8 in. (4065 mm).

Overall width, 59.1 in. (1500 mm).

Height, unladen, 46.9 in. (1190 mm).

Wheelbase, 84.6 in. (2149 mm).

Track, front and rear, 48.5 in. (1232 mm).

Curb weight, 1875 lb. (1945 lb. with factory installed air conditioning).

Gross vehicle weight rating, 2400 lb.

ENGINE AND TRANSMISSION

103.6 cu. in. (1698 cm^3) V-4 engine.

Bore, 3.54 in. (90 mm). Stroke, 2.63 in. (66.8 mm). Compression ratio, 8.0:1. Net horsepower (SAE), 65 at 4700 r.p.m. Torque, 85 lb. ft. at 2500 r.p.m.

Battery, 12 volt, 44 Ah

Alternator, 35 A.

Front-wheel drive. Free-wheel.

Single dry plate clutch.

Four forward gears. Floor mounted shift lever. Gear ratios, engine to driving wheels: 1 st 16.2:1, 2nd 9.7:1; 3rd 6.0:1; 4th 3.9:1; reverse, 14.8:1.

Final drive ratio, 4.67:1. Top gear speed at 1000 engine r.p.m., 18.1 m.p.h.

BRAKES, STEERING, SUSPENSION, WHEELS

Diagonally divided dual circuit foot brake system. 10.5 in. diameter disc brakes on front wheels, 8 in. drum brakes rear. Total swept braking area, 256 sq. in. Handbrake sets mechanically on rear wheels.

Rack and pinion steering.

2.7 steering wheel turns from lock to lock. Turning circle diameter, 30.8 ft.

Coil springs and double acting telescopic shock absorbers front and rear. Rigid and tubular lowweight rear axle.

Cast aluminum wheels, 4½J × 15 in. rims. Radial ply tires, 155-SR 15 in.

BODY

GRP-laminate body on all-welded steel chassis. Anti-corrosion treatment and underbody coating.

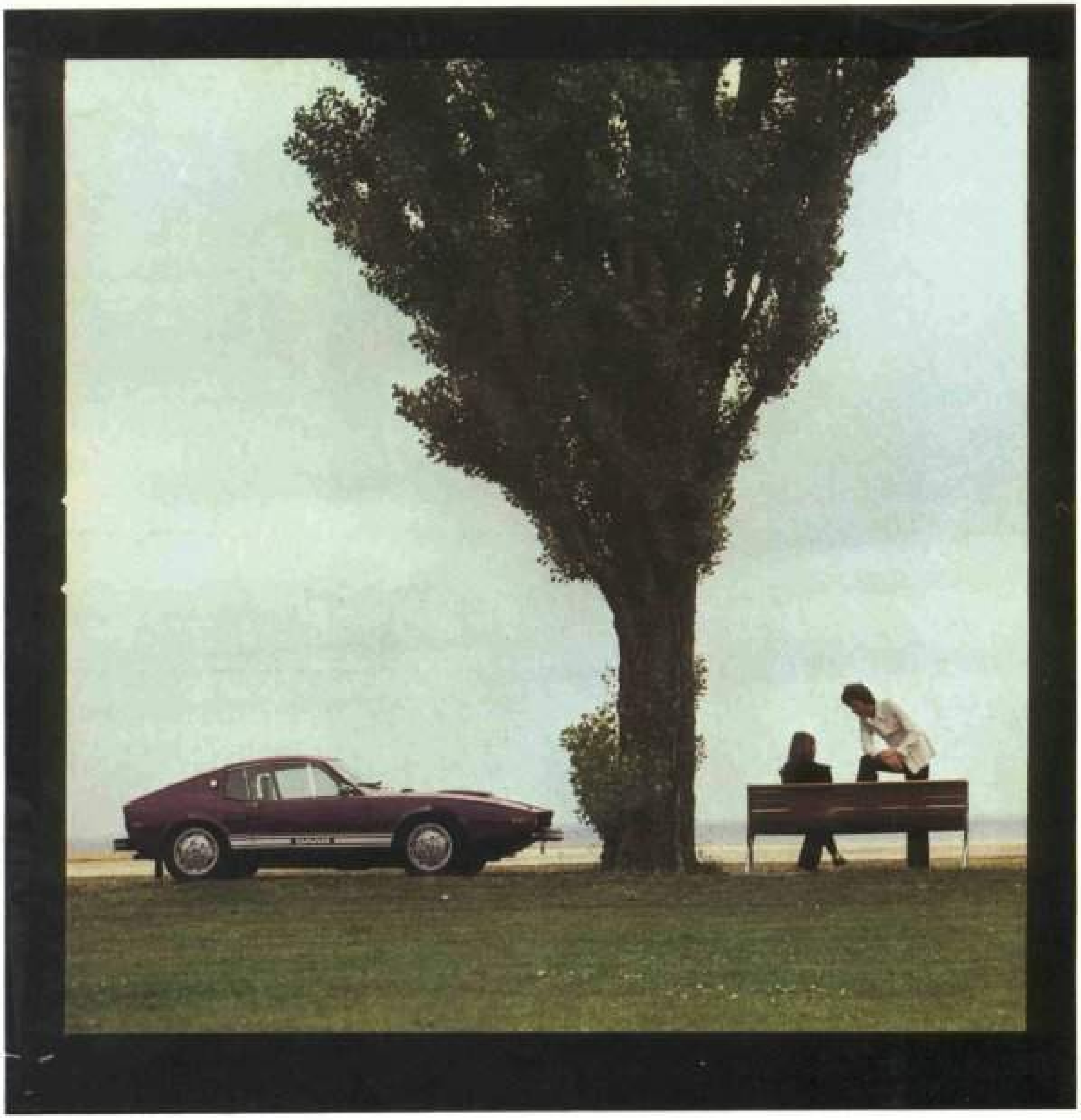
Six colors: Baja red, Burnt orange, Sunset yellow, Midnight blue, Emerald green, California burgundy.

■ The manufacturer reserves the right to make changes at any time and without notice.

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SAAB-SCANIA

Saab Car Division
Nyköping, Sweden.



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One advantage is that we'll ship it home for free from the Swedish port of Gothenburg to New Haven, Connecticut. And that includes marine insurance and all normal handling charges in Sweden. (Handling charges in the U.S. will have to be paid by you, however.)
Another advantage is that you get to use your new Saab while you're in Europe. Thereby saving lots of money just getting around seeing the sights. And incidentally, not everyone gets a chance to see Europe the way Europeans see Europe.
But if you decide not to send your car back home from the Swedish port of Gothenburg, you can leave it in most other European cities for return to the U.S. In which case Saab offers one of the least expensive home shipment programs in the industry.

To arrange to buy a Saab in Europe, just see your local Saab dealer. He'll help you pick the right Saab model, color and accessories, and help you fill out the proper order forms and required registration documents. Then you decide where in Europe you'd like to take delivery. That's all there is to it. Your dealer does the rest. (Only the Saab 99, 99 LE, 99 EMS and Sonett are available through our Tourist Delivery Program.)
Be sure to order your Saab as far as possible in advance of the delivery date.

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